# Uk electric car owner stranded after Fisker Ocean software failure and company bankruptcy



In a troubling development for UK electric car buyers, Karin Simonsen, a marketing manager from Southampton, is left stranded with a £42,000 Fisker Ocean Sport electric SUV immobilised in her driveway after the car’s software failed and the manufacturer, Fisker Inc., went bankrupt. The 52-year-old purchased the vehicle in December 2023, attracted by its eco-friendly features and the reputation of the company’s founder, Henrik Fisker. However, the experience since has been riddled with technical issues and an unresolved warranty claim following Fisker’s insolvency.

Ms Simonsen transitioned to electric motoring at the end of last year. Despite warnings from Fisker’s previous bankruptcy in 2013, she was confident in the revived company’s promise. She secured a bank loan and acquired the car from the Fisker Lounge located within London's Westfield shopping centre. The firm, like Tesla, had bypassed traditional dealership networks, opting to sell directly to customers through its own retail outlets.

From the moment Ms Simonsen collected her Fisker, problems began. The car initially failed to recognise its key fob and would not start, an early issue she later described as a “catalogue of catastrophes.” Persistent software glitches plagued the vehicle, ranging from malfunctions with air conditioning to critical safety system errors, including sudden losses of braking power. Despite repeated visits from Fisker technicians, these problems remained unresolved, with the firm repeatedly citing impending software updates as the solution.

In June 2024, frustrated by ongoing mechanical difficulties, Ms Simonsen decided to return the vehicle under the warranty terms. When technicians arrived to collect the SUV, it failed to start due to a disabled 12-volt battery, which had been deliberately cut off to silence a constantly ringing alarm. This action has left the vehicle inert, often described by Ms Simonsen as a “2.5 tonne garden ornament.” Further complicating matters, accessing the battery required dismantling part of the car’s front end.

Days after the failed collection attempt, Fisker Inc. filed for Chapter 11 bankruptcy in the United States, which led to the closure of its UK subsidiary, Fisker (GB) Ltd. The latter was petitioned to be wound up on 23 July 2024, with the Insolvency Service appointing the official receiver in London to oversee the liquidation process. Fisker's UK operations have ceased to exist, leaving customers like Ms Simonsen uncertain about their financial recovery or vehicle support.

Ms Simonsen remains in limbo, with no functioning support channels or technical assistance available. Though she had initiated a claim as a creditor in Fisker’s US bankruptcy proceedings, she was informed that her claim would not be advanced. Meanwhile, the stranded car remains visible parked outside her home, a costly reminder of the failed venture.

Her frustration is palpable: “It’s a nightmare. Now my car is actually just bricked. It’s a garden ornament because it won’t go into drive. It’s sat there since June... I’m literally at my wit’s end. I’ve got a car I can’t move,” she told MailOnline. She also indicated that her experience has dampened enthusiasm for electric car ownership, stating she now prefers to continue driving fossil fuel vehicles.

The liquidation has also affected other Fisker Ocean owners and potential buyers across the UK. Approximately 400 Oceans were delivered in Britain, but many unsold vehicles have been abandoned by dealerships that can no longer sell them. An auction company, acting on instructions from Fisker liquidators, has collected nearly 50 vehicles and plans to sell them at significantly reduced prices — some as low as £10,000, far beneath the original list prices of up to £57,900.

Fisker’s collapse follows a recurring pattern for Henrik Fisker, known for his automotive design work including the BMW Z8 sports car and for founding Fisker Automotive in 2007. That original firm produced the Karma range-extended electric vehicle and garnered notable investors such as Leonardo DiCaprio. However, after production delays, recalls, and heavy financial losses — including the destruction of over 300 vehicles in Hurricane Sandy floods — Fisker Automotive went bankrupt in 2013. The brand was sold to a Chinese company, while Henrik Fisker retained the rights and went on to establish Fisker Inc. in 2016, followed by launching UK operations in 2018.

Despite ambitious plans, including an “urban” electric vehicle and a pickup truck, many projects failed to launch. Some publicity stunts, such as a promise to build an electric Popemobile for Pope Francis, never materialised. The firm's financial struggles culminated in last year’s bankruptcy despite producing around 10,000 Ocean vehicles.

The current bankruptcy situation is complex and expected to take months to resolve, according to sources familiar with the liquidation. While some Fisker enthusiasts have formed an owner’s association to maintain their vehicles, the shortage of parts and technical support poses an ongoing challenge.

Henrik Fisker himself has largely retreated from public view since the collapse. His LinkedIn profile, last updated in December 2023, describes him as “a risk taking, innovation loving, protocol challenging automotive designer and entrepreneur” and notes his tenure as CEO of Fisker Inc. ended in October 2024. His final post disputed negative company reports amid steep share price falls, asserting they had been “overblown.”

As for consumers caught in the fallout, Ms Simonsen’s case highlights the difficulties faced when a manufacturer fails, particularly when product functionality depends heavily on digital and software infrastructure. The outcome of Fisker’s liquidation and efforts to reimburse or assist customers remains to be seen, leaving owners of Fisker vehicles like her in a state of uncertainty.

A spokesperson for the Insolvency Service commented: “Customers who are owed money by a company in liquidation can find out more information on GOV.UK – including how to register a claim as a creditor if money is outstanding.”

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://techcrunch.com/2024/02/09/fisker-ocean-braking-power-loss-problems-investigation/> - This article supports the claim of severe software and braking problems with the Fisker Ocean, similar to those experienced by Karin Simonsen. It details internal documents highlighting these issues.
2. <https://www.latimes.com/business/story/2024-06-12/fisker-issues-recall-over-more-ocean-suv-software-problems> - This report corroborates the software glitches and power loss problems with the Fisker Ocean, mentioning a voluntary safety recall. It aligns with Ms Simonsen's experiences of persistent software issues.
3. <https://www.youtube.com/watch?v=LIChfpRwLlw> - This video discusses the broader challenges faced by Fisker owners due to bankruptcy and server migration issues, which have hindered vehicle support and updates. It highlights the difficulties owners face with no remote app access or diagnostics.
4. <https://www.youtube.com/watch?v=QkPGth97R9M> - This video details several problems with the Fisker Ocean, including brake disengagement and software malfunctions, which are similar to Ms Simonsen's experiences of critical safety system errors and software issues.
5. <https://www.gov.uk/liquidation-of-a-company> - This official UK government website provides information on the process of a company entering liquidation, which is relevant to the situation of Fisker’s UK operations. It explains how customers can register claims as creditors.
6. <https://www.noahwire.com> - Although not directly available for review in the search results, this source is mentioned as part of the original article and likely provides more details on the Fisker situation. However, without direct access, its specific content cannot be verified.
7. <https://www.dailymail.co.uk/news/article-14622205/fisker-ocean-ev-stuck-company-bust.html?ns_mchannel=rss&ns_campaign=1490&ito=1490> - Please view link - unable to able to access data